



Institutional Details

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Table of Contents

- 1. Introduction.....page4
- 2. Specific objectives.....page4

Achievement on Objectives

- 3. Objective 1.....page4
 - Facilitation of Institutional Strengthening.....page4
 - Capacity Building.....page5
 - Office Refurbishment.....page5
- 4. Member Services.....page6
 - Training Schedule.....page8
- 5. Advocacy.....page9
 - NRSC.....page13
 - MCM meeting.....page15
 - Code of Conduct.....page17

INTRODUCTION

Kenya Transport Association is a membership based organization representing Transport haulers in Kenya.

KTA has as its key objective, to promote road safety by putting realistic systems and controls in place to enhance this objective. The main focus being on training of drivers and fleet owners/ fleet managers to ensure correct and best practices are employed in operations to enhance safety, and operate optimally at least cost. KTA is the single authoritative voice for transport haulers in Kenya and aggressively advocates for self regulation through a legally structured code of conduct.

To help KTA realize these objectives, USAID-COMPETE provided financial support of USD98,400 in form of a grant being grant balance brought forward from the 2010 financial year to cover the period January 1, 2011 to December 31, 2011. The grant was spent on KTA Secretariats operational costs and institutional capacity building activities.

Specific objectives

The specific objectives of the USAID-COMPETE support grant were:

- I. To facilitate institutional strengthening to enable KTA deliver services to members through staff recruitment and office refurbishment
- II. To support Member Services by facilitating drivers and fleet owners training programs in an endeavor to promote road safety campaigns in Kenya
- III. To facilitate advocacy activities by sponsoring regional and other member meetings for industry updates and contentious issues affecting the industry.

ACHIEVEMENTS ON OBJECTIVES

Objective 1: Facilitation of Institutional strengthening

(A) KTA Secretariat Capacity Building:

The KTA Secretariat has been given a completely new and professional outlook with the recruitment of a new CEO, Administrative Assistant, Accountant and Program Officer – Member Services.

All have come on board with valuable experiences; which is going to ensure KTA serves members and stake holders with utmost professionalism

USAID pays salaries of all the named staff enabling the Secretariat to move on with programs with fewer interruptions.

USAID-COMPETE also meets most costs of running the KTA Secretariat to a great extent.

(B) KTA Office Refurbishment

The KTA Secretariat offices at Sea view Plaza Mombasa were given a facelift using funds from USAID-COMPETE . Below are sample picture of the new look Secretariat offices that are spacious enough to provide a conducive working environment



A KTA Secretariat staff meeting in the new look Board Room



The KTA CEO Jane Njeru in her new office

Objective 2: Member Services: Drivers and Fleet Owners Trainings

USAID-COMPETE recognize the importance and necessity of supporting road safety campaign initiatives and supported KTA throughout the year 2011 by sponsoring driver and fleet owner's training activities on road safety.



Drivers who attended the defensive drivers training in Eldoret on 27th and 28th October 2011 with officials from Kenya Transport Association, KTA and the Kenya Institute of Advanced Driving, KIAD

Other driver trainings on defensive driving were organized by KTA with the support of USAID-COMPETE during the year 2011 as follows;

	Course Dates	Course Title	Target Group	Total no. of attendees	Where held
1	July 14, 2011	Fleet safety and Management Course	Fleet Managers and Fleet owners	38	Mombasa
2	24 th & 25 th August 2011	Defensive driving course	Truck drivers	25	Mombasa
3	7 th & 8 th September 2011	Defensive driving course	Drivers	30	Nairobi
4	27 th & 28 th October 2011	Defensive driving course	Drivers	23	Eldoret

The Eldoret driver's training on defensive driving was organized alongside a regional members meeting at the Hotel Sirikwa Eldoret. The two events ran from 27th to 29th October 2011.

Driver Training

Driver training is conducted by the Kenya Institute of Advanced Driving, KIAD and covers the following key areas on defensive driving;

Main causes of accidents and how to avoid them, braking system, tyres and tyre care, vehicle load weight distribution and skidding, the highway code, proper use of lanes and observance of traffic lights, basic mechanical principles, vehicle cooling system, road safety awareness and driving in difficult conditions.

Training sessions are normally highly participative and discuss matters that help to save lives on our highways.



A drivers Training Session at the Kenya Institute of Advanced Driving KIAD, Nairobi

Objective 3: To facilitate advocacy activities by sponsoring regional and other member meetings for industry updates and contentious issues affecting the industry.

1. ADVOCACY.

A. KTA EC MEETING WITH THE PARLIAMENTARY SELECT COMMITTEE ON ENERGY COSTS



On 3rd June 2011, KTA met with the Parliamentary Select Committee formed to investigate the effect of the Energy crisis on the cost of living. The Committee consisting of 3(three) Members of the Kenyan Parliament included Hons. Ababu Namwamba, Rachel Shebesh and Ole Lankas who met with the KTA Executive Committee and the following issues were raised:

- Dynamics of Fuel increase for the Transport Sector – The domino effect of increase in fuel that sees the increase of costs of spares and tires. This is against a backdrop of an industry that has absorbed costs in the past. However it was pointed out that this was no longer sustainable.
- Delays caused by relevant Government Agencies resulting in increased costs.
- Regulations restricting the use of Transit trucks for back-haul.
- The need for expansion of the Road infrastructure to increase the Northern Corridor to a dual carriage way and thus encourage transporters to operate 24hours as well as reducing the number of road accidents.

In summary, the Hon. Ababu Namwamba urged KTA to fulfill its role of representing its members by lobbying on the issues affecting the industry and ensuring the interest of its members are guarded jealously. He also urged KTA to present the issues as a petition that can be tabled in Parliament and thus inform policies affecting the industry. KTA must ensure that its voice is heard where it matters as the issues presented at the meeting were fundamental.

B. KTA EC MEETING WITH THE KENYAN MINISTER FOR AGRICULTURE

The transport contract for the National Cereals and Produce Board (NCPB) has had some challenges which include payments being delayed for up to 12 months, under-declared weights leading to additional costs at the weighbridges among others. In the first quarter of 2011, KTA had held meetings with NCPB and these problems were presented and recommendations on proposed solutions were made.

This matter was then escalated on to the Minister for Agriculture – Hon. Sally Kosgei. The pending issues were presented at the meeting held with the Minister on 16th June 2011, and it was recommended that KTA should write out a petition on the matters affecting the transportation of Agricultural products and present these to the Minister. The Minister had informed KTA that the issues affecting the transportation of horticulture had been addressed and this group of transporters had achieved some gains in reducing the costs of transportation.

C. ADVOCACY WITH KEPSA

KTA presented the issues concerning the transport sector to the Kenya Private Sector Alliance (KEPSA).

KEPSA represents the Private Sector whereby issues presented are escalated to the relevant Government Ministries at the highest level including the Prime Minister’s round-table meeting. The issues presented at the meeting by KTA were as follows:

- Transport Management Institutions – recognizing KTA as a self-regulatory body.
- Increase in Insurance rates in the Transport Sector by 100%.
- Integration of Information systems in the Logistics chain i.e. SIMBA, KWATOS, etc.
- Training of Truck Drivers and Turn-boys on Road Safety.
- Adoption of the EAC recommendations on Vehicle Overload controls.
- Removal of the Advance tax on the Prime Mover.
- KTA to be incorporated in the National Transport Safety Board.

On December 7, 2011, KTA attended another stake holders meeting in Mombasa organized .

The objectives of the meeting were;

To provide the stakeholders with an opportunity to review the draft status report on “Addressing the Bottlenecks around the Port of Mombasa and the persistent delays at the weighbridges”

Secondly is to give participants an opportunity to state what bottlenecks exist at the port of Mombasa and the weighbridges, what is being done about them, discuss and agree on the way forward.

The Nyali beach stakeholders meeting noted that despite its huge potential and improvements made to date, service delivery at the port of Mombasa remains below expectations

The delays at the Port of Mombasa as are the single most impediments to external trade in the region. In addition, it was noted that the weighbridges in Kenya further contribute to the delays in cargo movement and act as centers for corrupt practices.

In particular it was noted that delays at berthing (long ship waiting times, quayside congestion), delays in handling of cargo (poor port infrastructure, poor quantities and low quality of handling equipment, low

labor productivity, inadequate container yard capacity, poor service at CFSs) are serious problems at the port

Frequent breakdown of the KWATOS and SIMBA systems lead to delays in releasing containers from the port.

Delays during the Customs and Clearance stage (bureaucratic customs processes, cumbersome documentation, breakdown of ICT systems, weak interface between C&F and customs officials), delays at the dispatch stage (slow take off of cargo, strained railway capacity, traffic jams caused by the trucks due to poor truck calling system or lack of it, dumping of cargo at dispatch as a form of storage) cited as other perennial problems escalating the cost of doing business along the Northern Corridor route.

On weighbridges, the following was observed:

Weigh bridges in Kenya play an important role within the broader regional framework of the Northern Corridor; there are seven (7) fixed weighbridges between Mombasa and Malaba. Three have been licensed to private sector operators. Mariakani and Athi River are busiest with delays of between 3-4 hours compared to others at 1-2 hours

There are two main reasons for non-compliant cargo loads (deliberate overloading of trucks by some transporters and compromising weighbridge officials for safe passage and overloading at the Port of Mombasa despite smart cranes only for discrepancies to be discovered at weighbridge stations)

The infrastructural facilities at most of the weigh bridges are old, dilapidated and in poor state of disrepair

The weigh bridge processes are to a large extent manual and can be manipulated

The failure to ensure strict adherence to the law with regard to enforcing the existing penalties



Stakeholders who attended the Nyali Beach Hotel KEPSA meeting on Port and Weighbridge delays

D. NATIONAL ROAD SAFETY COUNCIL

KTA serves as part of this council whose major objective is to address the Road Safety concerns in Kenya. The council held meetings towards preparing for the UN Decade of action, of which the launch was held on 11th May 2011. KTA continues to push its agenda of getting recognition as a self-regulatory tool that can be used to curb road accidents especially those caused by trucks. In the meeting held on 6th April 2011, the council agreed to facilitate KTA so as to initiate programs to sensitize transport operators on the importance of Safety. The following is an excerpt from the minutes of the meeting:

5.2 Enforcement

Regarding the commercial vehicle industry (trucks), the Committee was asked to sensitize truck drivers and owners on the need to comply with the traffic rules. The Council further agreed to facilitate the Kenya Transport Association sensitize its members. The Committee was requested to address security issues in road transport in their deliberations.

The meeting unanimously agreed that commercial vehicles and PSV operators fix tachograph tamper proof speed limiters in their vehicles. This is a more superior gadget than speed governors for it can provide the history of the vehicle before and after impact/crash. The meeting also proposed to bring commercial vehicles under the TLB rules in order to regulate the industry. They are currently not regulated though KTA has a code of conduct for its members. Not all commercial vehicle operators are members of the KTA. This is a big challenge since it has been difficult for the KTA to reign in on truck operators who are not members. The Council proposed to customize the PSV model (Sacco) of operations in this industry in order to rein in errant operators.

During the NRSC meeting at the Aga Khan sports grounds in Mombasa Kenya on October 13, 2011, it was emphasized that defensive driver's trainings are a must for realization of Road Safety campaign goals. It is important to target the driver because almost 80% of road accidents are as a result of human error. If truck owners wish to contribute to the National Road Safety campaign and realize profits from their businesses at the same time, they will need to budget for the same. Driver, mechanic and truck owner training is the first step towards achieving of these goals in a most cost effective manner.

Hazards of highway robberies and theft/loss of cargo were decried as persistent despite security measures reportedly put in place to protect road haulers against the same. The Kenya Police department; represented in the meeting by the Traffic Commandant Mr. Ole Tito were asked to put measures in place to ensure safety and security of both the driver/and loader, truck and client cargo

Truck owners who are not registered with KTA are operating as loose cannons and therefore a threat to the road safety campaign. The National Road Safety Council will team up with KTA to sensitize such operators on the need to join the Kenya Transport Association so that they too will operate within the rules and regulations as stated in the KTA Code of Conduct legal provisions

The Police traffic department was tasked with promoting Road Safety by being extra vigilant on unroadworthy vehicles. Driver proficiency must go hand in hand with vehicle road worthiness to enhance road safety.

Road/Highway markings and updates on road signs together with road infrastructure expansions and maintenance must be done regularly. Traffic Police department together with the NRSC asked to spearhead this requirement

The meeting appreciated the need for self regulation going by KTAs establishment of a code of conduct that is right, legal and fair in letter and practice. KTA was however challenged to advice our membership to invest more in new technological advances in order to benefit more from government exemptions



KTA and officials from the National Road Safety Council of Kenya follow proceedings during the stake holders meeting at the Aga Khan sports ground Mombasa on 13th October 2011.

E: Municipal Council of Mombasa Parking fees and Charges

On November 16, 2011, KTA convened a well attended members meeting at the Castle Royal Hotel in Mombasa to discuss the proposed increase in council parking fees and charges by the Municipal Council of Mombasa MCM. The Council had proposed parking fees increments of between KES300.00 and KES1000.00

KTA Chairman reiterated need for members to support the Municipal Council of Mombasa to enable it continue to provide essential services to Mombasa residents

Members proposed to pay a flat rate figure (to be confirmed after meeting with MCM officials) subject to MCMs justification for the proposed parking fees and charges increments

Two KTA members volunteered to accompany the KTA Secretarial team to the stakeholders meeting scheduled by the Town Clerk Municipal Council of Mombasa for November 18, 2011 to discuss outcome of the fees deliberations.

The proposed meeting did not take place. It was cancelled by MCM to be held at a later date to be advised by the Town Clerk.



KTA Chairman Mr Paul Maiyo addressing KTA members at the Castle Royal Hotel Mombasa on November 16, 2011 during the meeting to discuss proposed MCM parking fees and charges



KTA members listen attentively during presentations on proposed MCM parking fees and charges

E. The KTA Code of Conduct

The launching of the KTA code of Conduct on February 11, 2011 at the Nyali Beach Hotel Mombasa in the presence of Government officials and other distinguished guests is perhaps the single most important step KTA ever made in 2011 towards self regulation and further strengthen its promotion of the road safety agenda and advocacy campaign efforts.

The KTA code of Conduct prescribes haulers standards as a formal recommended practice. Truckers who are members of KTA are required to maintain ethical standards in:

- Honesty and integrity
- Licensing and conditions of vehicles
- Overloading
- Respect for others
- Standard of performance
- Sub-contracting
- Training and capacity building
- Upholding the law

- Use of technology for security enhancement
- Vetting of drivers
- Welfare guidelines for drivers and employees



KTA Chairman Mr. Paul Maiyo and Vice Chairman Mr. Timothy Nguoh join chief guests during the display of the Code of Conduct document



Tourism Minister Hon. Najib Balala addressing guests during the launch of the KTA Code of Conduct



Dr. Patrick Lumumba addressing members during the launch of the Code of Conduct



KTA Chairman addressing guests during the launch.

The CODE OF CONDUCT encourages members to fulfill their obligations with integrity and professionalism. The code bolsters transit and trade facilitation programs in Eastern Africa by highlighting the principles of fairness, transparency, integrity and anti corruption thus improving performance of the private sector.

During the period under review, KTA continued to hold monthly Executive Committee meetings to review performance and highlight on areas that require attention.

Key issues addressed during the EC meetings include;

- Review and approval of both the KTA audited accounts report and the USAID-COMPETE budget draft proposals for the year 2012.
 - Review of the KTA strategic plan for 2012
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